





# Today's Advertisements.

## PERSEVERANCE LODGE OF HONGKONG, No. 1165, E.C.

AN EMERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, THIS EVENING, the 27th instant, at 8.30 for 9 o'clock precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 27th August, 1895. [1129]

## SPANISH MAIL STEAMSHIP LINE. NOTICE TO SHIPPERS.

THE STEAMERS of this Line will NOT CALL at Hongkong, during the continuance of quarantine restrictions at Manila. By Order of the Directors,  
VILLA LOPEZ & Co., Agents.  
Hongkong, 27th August, 1895. [1158]

## CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. The Steamship.

"WHAMPOA." Captain Harde, will be despatched TO-MORROW, the 28th instant, at Noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 27th August, 1895. [1086]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SWANSHAI, VIA SWATOW. (Taking Cargo and Passengers at through rates for CHEONG, TIEN-SIN, NEWCHANG, HANKOW, and PORTS on the YANGTZEK.) The Company's Steamship.

"CANTON." Captain Sellar, will be despatched as above on THURSDAY, the 29th instant, at 4 P.M. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, 27th August, 1895. [1160]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT). The Company's Steamship.

"ZAFIRO." Captain Gerard, will be despatched for the above Port on THURSDAY, the 29th instant, at 5 P.M. This Steamer has Superior Accommodation for Passengers. For Freight or Passage, apply to SHEWAN & Co., General Managers.  
Hongkong, 27th August, 1895. [1161]

## FOR MANILA (DIRECT). The Steamship.

"AMUR." Captain Means, will be despatched for the above Port on SATURDAY, the 31st instant, at 5 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated amidship, and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to VILLA LOPEZ & Co., Agents.  
Hongkong, 27th August, 1895. [1159]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. The Company's Steamship.

"CHYLIDRA." Captain R. Cass, will be despatched as above on TUESDAY, the 3rd September, at 3 P.M. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, 27th August, 1895. [1156]

## TO LET.

DWELLING HOUSES—HOUSES IN RIFON TERRACE, GROUND FLOOR of No. 2 BLUE BUILDINGS, No. 6 KNOTSFORD TERRACE, KOWLOON, CHANCERY LANE, "LARKSPUR" in RICHMOND ROAD.

OFFICES—FIRST FLOOR No. 7, PRAYA CENTRAL, lately occupied by Messrs. HOLLIDAY, WISE & Co. Apply to THE HONGKONG LAND INVESTMENT & AGENCY, Ltd., Hongkong, 27th August, 1895. [17]

## BROWN, JONES & CO.

ITALIAN AND AMERICAN MARBLE AND HONGKONG GRANITE CEMETERY MEMORIALS.

LETTERS CUT AND FILLED WITH IMPERISHABLE LEAD CEMENT.

## Intimations.

DAKIN, CRICKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY, HONGKONG.

## AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER. LEMONADE. GINGER-AL. SASSAPARILLA. RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures. Special terms to HOTELS, CLUBS, MESSRS and other Large Consumers.

Any complaints should be addressed to the Manager.  
Hongkong, 31st May, 1895. [17]

# Intimations.

## A. S. WATSON & CO., LIMITED.

## VEGETABLE AND FLOWER SEEDS.

### SEASON 1895-96.

Our First Supplies of these best Quality Seeds have arrived, and Orders will be executed in the sequence in which they are received as long as the supply lasts.

### SEED LISTS

with HINTS FOR GARDENING have been issued and can be obtained on application.

Our Seeds are all tested before being put up in LONDON. They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in FINE WEATHER ONLY and the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

### CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally.

It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour and beauty.

Sold in Tins containing 1 lb. each, 2 lb. 7s. 6d., 5 lb. 12s. 6d., 25 lb. 45s. 6d. Directions for use are given on the Label.

### RANSOME'S "NEW PARIS" LAWN MOWERS.

The Best and Cheapest Machines in the Market. For Sale at Manufacturers' Prices.

## A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY, ESTABLISHED A.D. 1841, Hongkong, 12th August, 1895.

### NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor. Letters on Editorial matters are sent to "The Editor" and not to individual members of the staff. Communications intended for publication must be accompanied by the name and address of the writer, and, necessarily for publication, by some evidence of good faith. Whilst the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

### TO ADVERTISERS.

Advertisements are requested to forward all notices intended for insertion in this paper as late as possible. Those of a local character will be continued until discontinued. The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms on business application. The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1. Telegraphic address—"Telegraph," Hongkong.

### BIRTH.

On Monday, the 12th instant, at Tientsin, the wife of Rev. ARTHUR DIXON COUSINS, London Mission, of a daughter.

### DEATHS.

At Hamburg, on the 26th instant, Mr. OSCAR WILKES, formerly of Hongkong. At Chikung, on the 18th August, GEORGE THOM, agent of the Indo-China S.N. Co., and Hon. Treasurer to the Municipal Council.

## The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 27, 1895.

### NOTES AND COMMENTS.

In a letter dated 10th August the Chemulpo correspondent of the Shanghai Mercury states that at the end of last month the newly appointed Commissioners and Deputy Commissioners of the Korean Customs left Chemulpo for Japan to receive a few lessons in Customs work previous to taking up their new posts. How this will affect Sir Robert Hart's employees, and the carrying out of the reform and independence of Korea the correspondent says it is hard to say, and adds: "This matter would have been settled by the Japanese long ago but for their fear, since May last, of raising more complications with the Powers. They know that Sir Robert Hart is an Englishman, but they neither fear the English nor desire to make use of him in the coming struggle. On the contrary, the Japanese despise the English, firstly, for having surrendered their Consular jurisdiction under the new Anglo-Japanese treaty and, secondly, for behaving as she did last year. For a short time Japan will continue to have the sway in Korea, but how long will be seen—perhaps sooner than is now thought possible. There is one nation that cannot allow Japan to rule the roost in Korea as her interests are too great, and if Korea is declared

independent, she must be so in reality, and this must not mean Korea for the Japanese. I do not acknowledge that the Koreans hate all that is Western, and also hate Europeans. The only foreigners they do hate are the Japanese, and good reason they seem to have, to judge by the Japanese who have been living here. As one who has lived amongst the Koreans for years, I as well as other Europeans of long residence must acknowledge the foundation of their hate. But I believe there is a storm brewing—a political storm—which is wished for by Korea and the Koreans, and even by others. It does not need a very wise man to foresee that a storm is brewing in the Far East; the clouds on the political horizon in the north give clear warning of that. What we want to know is what policy England is going to pursue in future in respect to Korea and the thinly veiled designs of Russia on the integrity of the little kingdom. Will she "go alone," will she agree to Russia possessing Port Lazareff, or will she support Japanese dominance in the peninsula and with the "island empire"—our natural ally in the Orient—insist on the independence and territorial integrity of the Land of Morning Calm being fostered at all hazards? If the peace of the Orient is to be preserved for any length of time Lord Salisbury will have to declare his Korean policy soon, and he will probably do so for he knows full well—probably better than most statesmen—that in respect to things political a stitch in time saves nine. Sooner or later the Korean Question must be settled and it rests chiefly with Great Britain to settle it in a manner agreeable alike to Russia, ourselves and Japan, whose interests in that unhappy land can neither be questioned nor safely ignored.

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## REUTER'S TELEGRAMS.

### THE FRENCH IN MADAGASCAR.

LONDON, August 25th. It is reported that the situation in Madagascar is most gloomy; five thousand French troops are in hospital and the mortality is very heavy.

ANARCHISTS AT WORK AGAIN. Baron Alphonse Rothschild had a narrow escape in Paris. An explosive packet addressed to him which was opened by his Secretary exploded blowing off the Secretary's fingers and injuring one of his eyes.

### (Special to N. C. Daily News)

## THE FRENCH EXPEDITION TO THE TUNGING LAKE.

HONGKONG, August 21st. The French gunboat *Zuñi* arrived at Yochow on the 19th instant. [Yochow is a large city on the north-eastern shore of the Yangtze river, and is situated near the junction of a tributary of the Yangtze river with the waters of the lake.]

## LOCAL AND GENERAL.

THE unprecedented number of deaths through cholera and heat apoplexy this summer amongst the native population at Shanghai has seriously alarmed the local mandarins.

SOME thousand odd of General Nich's disarmed Hunan troops mutilated at Tientsin on the 6th, because they were defrauded of their pay, and murdered a General officer and a Colonel.

AN Emergency meeting of Perseverance Lodge, No. 1165, E.C., will be held in the Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

H.M.S. *Rainbow* left Fochow on the 22nd inst., bound for Wenchow and Yokohama. Why the fast and furious *Rainbow* is sculling about the Far East we don't know, but it is quite on the cards that she is looking for Admiral Buller to tell him that a number of British subjects have been butchered by Chinese desperadoes at a place called Kucheng, in the province of China, which is, *de facto*, a portion of the dominions of young Kuang-shi, the alleged "Son of Heaven."

A PROFOUND sensation has been caused by the death of two Tientsin residents in Chefoo, from cholera. A young German lady and her eldest little boy were carried off in a few hours. Deep and sincere sympathy is felt for the bereaved husband and for his three children of tender age. Mrs. Maulebach, for such is the unfortunate lady's name, is mourned by a large circle who knew that her amiability and charm of manner as a friend were surpassed only by her devotion and self-sacrifice as a wife and mother.

MR. STANLEY, the Indian Billiard champion who has been causing a sensation as a "crack" billiardist at Singapore, is expected here in the course of a few days. His agent, Mr. Agnew, the *Toyokuni Maru* arrived at Taku Bar whose address is New Victoria Hotel, will, we understand, be very happy to make arrangements for exhibitions of "the noble art," for health and spirits and remarkably clean and well-matched and for lessons. Mr. Stanley has been "whipped" all the best players in the Straits and some having lost arms and legs had cork and it will therefore be interesting to see how "local" experts will fare at his hands.

MR. W. V. DRUMMOND, the well-known barrister, arrived here by the *Empress* on the new city about twenty miles up the river, India from Shanghai to appear on Friday in the Supreme Court on behalf of the defendant in the suit (No. 50 of 1894), the Bank of China, Japan, etc., as they passed up, such a large and the *Synal*, Ltd., v. Cheong Yau Tow, a number of clean and well-dressed Chinese sitting late Cheong Wal, and the Bank, we understand, guard over them. And the strangest case for \$100,000, Mr. J. J. Francis, Q.C., agent of the affair was the perfect silence of the Mr. H. E. Pollock will appear for the plaintiff's party. Li Hung-chang is about to start and Mr. Sharp will be associated with Mr. Pollock to assist in arranging the terms of a new commercial treaty with Japan.

MR. E. GRON LOWDER, of the I. M. Customs Service, as been transferred from Tientsin to Hankow fill the vacancy recently created in the Staff there by the death of Mr. Russell Stokes.

THE Japanese cruiser *Shayen Kan* arrived at Shanghai on the 22nd. This vessel was formerly the Chinese man-of-war *Taiyuen*, the original Chinese characters being retained, and the word of them given in Japanese.

SOME of the leading citizens of Hakodate have resolved on building a dock in that harbour with a capital of \$2,000,000. It is intended that the dock shall be made large enough to accommodate men-of-war of over 10,000 tons displacement.

THE *Kobe Chronicle* is our authority for stating that since cholera made its appearance early in the year, the grand total of cases reported to the Quarantine Bureau from the whole of Japan up to the 13th inst. amounted to 19,863, of which as many as 12,697 had proved fatal.

A SIGN OF THE TIMES: Among the reforms recommended to the Throne by the high authorities are the doing away with the expense of the Director-Generals of the Grand Canal and the Yellow River; the substitution of Railways for the Imperial post coaches; and the complete transformation of the territorial sedentary armies into disciplined battalions after the German system. Also to qualify for the licentiate and *chujin* degrees a knowledge of mathematics, international law, and foreign history will be essential in future literary examinations.

WHAT nearly proved one of the most serious fires for a long time in Shanghai, broke out shortly before 7 a.m. on the 23rd in the Provisional Department of the Hall & Holz C. Co. Ltd. Some trouble was found in extinguishing the fire in the ceiling, but this was soon finished, all being over in half-an-hour. The damage will be comparatively slight, as but few of the goods in the department were damaged by water. What damage there is, was caused principally by water, and this will cause the exact loss to be difficult to estimate. The stock is covered by insurance. The cause is reported to be a great mystery, the only explanation being that the place must have been set on fire from the outside. When the place was closed there was nothing likely to cause a blaze there. The Police are making inquiries.

THE Hon. T. H. Whitehead arrived here this morning from home, where, as is well known, he has worked hard and very successfully on behalf of the taxpayers of Hongkong. It could hardly be expected that Mr. Whitehead would be greeted on his return by hundreds of grateful and jubilant citizens, and it would have been too much to represent the *Shanghai* at Commerce, whose to present him with an address of welcome, yet if ever a resident of the colony deserved to be publicly welcomed and to be escorted to the Town Hall with a band playing "See the Conquering Hero Comes" it is Mr. T. H. Whitehead. We can assure him, though, that a very large number of residents are delighted to know that he is once again in our midst and that they would have been only too glad to have taken part in some sort of demonstration had they been invited to do so by those who are naturally expected to take the lead in such matters.

CAPT. HENDERSON of the new Chinese torpedo boat *Fai Ting* appears not to have had a pleasant time of it during the voyage out. At almost every port the vessel touched at he had to make on fresh hands as the men who left home in the vessel "jumped ship" whenever they got chance, and a few days ago here he missed his most important man on board—the cook and bottle-washer. This morning the remainder of the men, with the exception of the officers, left a body and new hands had to be taken on. We have made enquiries and find that the men have nothing to complain about in their skipper, a fact they say he has treated them most kindly. The only reason for their leaving the ship is owing to the voyage being very tedious and trying. We have been told that the heat in the engine-room and galley is almost unbearable, and on the voyage out the cook fainted three times in one day owing to the insufferable heat. From all this it appears that the original crew of the *Fai Ting* instead of catching torpedoes ought a Tartar or at all events got a good deal more than they bargained for.

MISCELLANEOUS items from Tientsin correspondence.—Sir N. O'Connor was understood to have made all his arrangements for leaving for Japan when the Kucheng tragedy happened. The Hon. T. H. Whitehead has returned from a capital, and Mr. A. Michie has left Tientsin. It is understood that a number of those who were in Japan with Li Ching-long. Mr. Bennett of the staff includes not a few of those who were in Japan with Li Ching-long. Mr. Bennett of the staff includes not a few of those who were in Japan with Li Ching-long. Mr. Bennett of the staff includes not a few of those who were in Japan with Li Ching-long.

MR. W. V. DRUMMOND, the well-known barrister, arrived here by the *Empress* on the new city about twenty miles up the river, India from Shanghai to appear on Friday in the Supreme Court on behalf of the defendant in the suit (No. 50 of 1894), the Bank of China, Japan, etc., as they passed up, such a large and the *Synal*, Ltd., v. Cheong Yau Tow, a number of clean and well-dressed Chinese sitting late Cheong Wal, and the Bank, we understand, guard over them. And the strangest case for \$100,000, Mr. J. J. Francis, Q.C., agent of the affair was the perfect silence of the Mr. H. E. Pollock will appear for the plaintiff's party. Li Hung-chang is about to start and Mr. Sharp will be associated with Mr. Pollock to assist in arranging the terms of a new commercial treaty with Japan.

GERMANY has been in possession at Hankow and Dr. Stuebel, German Consul-General, with Dr. Forke, Interpreter, proceeded from Shanghai to Hankow on the 24th to make the necessary arrangements. The Consul-General will have an interview with Chang Chih-ling at Nanking on his way down.

THE Assistant Secretary of the Sanitary Board reports that a notification of a case of plague which occurred on the 1st floor of No. 28, Bridges Street was received at the office of the Sanitary Board yesterday afternoon. The patient, a boy eight years of age, was transferred to the Kennedy Town Hospital and died there at 5.30 p.m. the same day.

THE returns of the number of visitors to the City Hall Museum for the week ended August 25th are:—Europeans, 132; Chinese, 1,625; total 1,757.

A RUMOUR is afloat that Count Kuroda, President of the Privy Council, will be elevated to the rank of Marquis, that Viscount Mutsu, Minister for Foreign Affairs, will be made Count, and that Mr. Watanabe, Minister for Communications, will receive the title of Viscount.

A CHINESE Editor declares in favour of black and white as the colours in future for China's national flag—black to cloud over the blazing red of the Rising Sun, and white to symbolise the molten metal that is to be showered upon Japan. A Japanese Editor retorts with the obvious reminder that China has shown enough of the white flag already.

THE Rifle Brigade monthly regatta will take place at By View on Friday, the 30th inst., commencing at 3.30 p.m. The following are the events:—

1. BATTALION SHIELD RACE. Distance—1 mile. Prize—Batts. Shield & 2s.
2. SECOND CRAWLS. Distance—1 mile. Prizes—1st \$5; 2nd \$10; 3rd \$5.
3. HANDICAP RACE FOR FIRST CREWS. Distance—1 mile. Prizes—1st \$20; 2nd \$10; 3rd \$5.
4. HANDICAP RACE, distance 1 mile, for boys owned by N. C. Officers and Men of the Battalion. Prizes—1st \$15; 2nd \$10; 3rd \$5.
5. TUG RACE. Distance—200 yds. Prizes—1st \$10; 2nd \$5; 3rd \$3.
6. TUG-OF-WAR. Teams of ten per Coy. Prizes—1st \$15; 2nd \$10; 3rd \$5.

WE read in a Sydney, N.S.W., paper that at Tonga the young king's birthday fell on the 18th June, whose name is the century's anniversary can be challenged by the end of September only—the *Sedan* *ditto*. The royal guards turned out, and headed by the solitary brass band of the island, trooped colours to the stirring strains of "The King of the Canoe Islands." It was while enthusiasm was highest that H.M.S. *Orlando* arrived. This threw upon the land forces the additional duties of firing a salute and mobilising the militia. For among the traditions of the realm is the wary one that, while a warship is in the offing, the militia must be under arms. Constant watchfulness is the price of independence. A Kanaka gunner, even when other is apt to be negligent. When he's swollen with the leading sufferer and the shooting becomes wild. Little wonder that the by the second discharge the *Orlando* people were surprised and a little indignant at being received with one round and a finale, till they learnt how the ordnance and army had become demoralised. But the Samoan news is by far the most interesting. The three consuls invited the rebel chiefs to meet them in friendly conference on board the German warship *Bussard*. The chiefs agreed, but instead of attending personally, sent all the leaders, and purpers, and no-account-men to represent them. The wily savages made the consuls a present of all the tribe's reproaches, hoping that the latter would be dropped into some deep Pacific depression by the Germans. You can't teach a South Sea Islander much in the way of prudence.

## THE REGIMENTAL BIRTHDAY.

### NINETY-FIFTH ANNIVERSARY.

The first Battalion Rifle Brigade celebrated its 95th birthday yesterday in a most agreeable manner. This Brigade was formerly called the 95th Regiment and has been in existence since August 1800, hence the 95th birthday celebration. Sports were held in the afternoon at Happy Valley and this was followed by a concert in the evening in the City Hall. At the Sports the following were the successful competitors:—

- SACK RACE.—(1) Brown \$8; (2) Goreham \$5; (3) Woodall \$3.  
THREE-LEGGED RACE.—(1) Brown and Woodall \$3; (2) Sands and Colledge \$5; (3) Pilleham and Brickwood \$3.  
JOCKEY RACE.—(1) Pridley \$8; (2) Ryder \$5; (3) Pridley \$3.  
ONE MILE RACE.—For company teams of six men 1/2 times taken from the start to the arrival of the last man, the companies doing the run in the shortest time to be winners (1) A Co. \$18; (2) C Co. \$12; (3) B Co. \$6.  
HOPPING RACE.—(1) Pridley \$8; (2) Goreham \$5; (3) Pridley \$3.  
CHILDREN'S RACE.—(1) Percy Morrish \$5; (2) E. Cox \$4; (3) J. McEvoy \$3; (4) H. Peachey \$1; (5) E. Morrish \$1.  
200 YARDS OPEN.—(1) Ryder \$10; (2) P. Pridley \$13; (3) Green \$10.  
BACKWARDS RACE.—(1) Corporal Harris \$8; (2) Doodall \$5; (3) Kemp \$3.  
WHEELBARROW RACE.—(1) Brown and Dillon \$8; (2) Walters and Brickwood \$5; (3) Loasley and Pridley \$3.

### THE CONCERT.

The concert was a great success. The spacious hall was packed to its almost capacity, and the manner in which the audience appreciated the programme must be judged from the fact that every item was encored to the echo. Mr. Graydon of the Royal Artillery sang exceedingly well and was obliged to respond to several encores. The efforts of the other gentlemen were also loudly applauded. The step dance by Private Pilling was remarkably well-executed and he deserves great credit for the success attained.

THE following was the programme:—  
Lancers.....Round the Town.....Band.  
Song....."The Girl of the Year".....Capt. Graydon.  
Song....."The Girl of



Wolfe this morning, which, whilst commenting on the affair (singularly enough after the "Express" of the *Fookshoo Echo*) makes no reference to Mr. Macfield, exonerating him from the statements made against him.—*Mercury*.

**THE APPEAL TO ENGLAND.**  
So it has come to this—that Englishmen, aye, and Englishwomen in China, are compelled to appeal to their kith and kin in Great Britain and America for help! No longer to any Government, but to the people. It is a significant fact in many ways. But no one, who was present at the large and deeply earnest meeting held on Saturday (at Tientsin) can doubt that the right course has been taken. Nor can we doubt that it will be successful, when it is clearly understood that the rulers of a land, which owes so much to the energy and benevolence of Englishmen, cannot or will not protect them, and that the Government of western lands are so embarrassed by mutual jealousies and fears as to be unable to act righteously and bravely. There will, we think, be such an outburst of feeling and high resolve on the part of our countrymen as shall inaugurate a new era. For neither love of gain nor craven fear can chill the heart or stay the hand of England when she knows that her sons and daughters are in peril.—*P. & T. Times*.

**THE TIENTSIN RESOLUTION.**  
Dr. Fraser moved and Mr. A. A. Cousins seconded the following resolution at an indignation meeting held at Tientsin:—

"That in the opinion of this meeting, in view of the recent terrible outrages in Kucheng and the previous riots and destruction of property in Sheehuan, the reported demands of the British Government upon that of China are inadequate and no settlement of these questions can be regarded as satisfactory which does not secure the complete and permanent punishment of the authors and perpetrators of these crimes. The citizens of civilized nations, who for a long time of years have unhappily proved the inefficiency of mere diplomatic methods in dealing with the corrupt and anti-foreign officials of this country, we feel that the time has come to claim from our own Government the immediate adoption of measures which shall make foreign life and property respected in China, and put an end for ever to scenes of riot and bloodshed."

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

**WANTED: A SHERLOCK HOLMES FOR HONGKONG.**

TO THE EDITOR OF THE HONGKONG TELEGRAPH.  
Sir,—Would you be so good as to allow me space in your valuable paper to add another to the long list of complaints against the Hongkong Postal Administration—maladministration would, possibly, be a more correct term.

Not long ago I had occasion to send a small package through the Post Office. A friend remarked, "register the letter or its hundred to one that you'll lose it." I laughed, and said—"Why, I've sent thousands of unregistered letters through all kinds of post-offices and have never yet had the misfortune to lose one of them." "Go ahead, old fellow," said he, "you'll find out your mistake this time!" and sure enough, I have done so.

I hereby report that we were deliberately told by the head of the administration that "during last year more than 50 registered letters were astray!" and that "No prosecution was instituted!" To this he somewhat facetiously added "I am pleased to say that I have complete confidence in the staff at present under my control in this office." This, I should think, more than anybody else has who has had dealings with it. Now, sir, I ask, how long is this kind of thing going to continue? I hear that it has been going on for years. Is it not a disgrace to any government calling itself civilized that it should continue employing, year after year, a lot of uneducated Portuguese who have robbed the public systematically in recent times and possibly do so now? Would you by a long-suffering British public submit to it for a moment? People are ever trying to get about the 'so-called corruption' of the Chinese Government, but it appears to me that our own is a good deal worse in many respects. It is hard enough that the mercantile offices are filled with the degenerated descendants of a once mighty race, but that our Government offices should also be crammed with them, is an insult and a gross injustice to the British nation. Would such an anomalous state of things be possible, I ask, in a German or a French Colony? Would it not be more satisfactory to all concerned if the British Government were to take its own staff? There are thousands of hungry but honest clerks at home, and good Englishmen everywhere who would be only too glad of the billet, if given a little higher pay, which in some cases rascally Portuguese are allowed to retain year after year to the intended detriment and annoyance of the public. But it seems to me that the British Government, for reasons best known to itself, though not difficult to divine, prefers to employ any other rather than its own people, at any rate in the lower grades of the public service. One thing, British blood and treasure spent in the Far East if it has done nothing else, has served admirably to perpetuate a degenerated race which would otherwise long since, in the natural course of things, have disappeared. The strange thing about these plunders is that they are carried on a long time with impunity—witness the notorious Barradas, and Alves—but when they come under the microscope they are quickly landed to jail for ever did much harm. Who is to blame for all this?

I enclose my card, and remain,  
Yours faithfully,

ANOTHER VICTIM.  
Hongkong, 27th August, 1895.

[While we cannot agree with the sweeping assertions of our licensed correspondent respecting the Portuguese, yet we admit that preference might, with advantage perhaps, be extended in the British Government service to British subjects, and although it may be contended that there are probably as many "black sheep" in the English fold as there have been found in the Portuguese flock, yet it cannot be denied that it is improbable that an English swindler could have got away with more money or more cleverly than did Messrs. Barradas and Alves of Post Office and Treasury renown. Comparison of the kind indulged in by the "Another Victim" is always unpleasant to a cosmopolitan community and do no good. What we want here is a few latter-day prototypes of Sherlock Holmes employed in the government offices. It matters not whether the detectives are British, Portuguese or Chinese so long as they are shrewd and will paid. They should, of course, be known to the chiefs of the Departments in which they serve, but as far as other employees are concerned they should be unknown while the fact that detectives are "on the watch" should be notified to the employees, for the knowledge of that fact would have a very wholesome effect on the minds of any dishonest employees—if there are any dishonest employees in the Government service. Anyway, the innovation would be justifiable and the cost could be defrayed from the Secret Service Fund. It is found expedient at home, why not equally so in the Far East? Ed.—*H.K. Telegraph*]

## ANOTHER NEW LINE OF STEAMERS.

We hear it reported on good authority that a line of steamers is shortly to be established which will run between Kobe and Yokohama, on this side, and Mexico, connecting with the Tehuantepec Railroad and thence with the Gulf or Cotton States. It will be worked under the auspices of the Osaka Cotton-Spinning Association with the view of bringing cotton direct from the States to Japan, and we understand that definite promises have been obtained of a subsidy from the Japanese Government. Besides cotton, it is expected that iron will be brought from a mine in the northern part of Mexico, which, on the authority of an analysis made by an English firm, is said to contain ore of superior quality. It is believed that the paying return for the Central America line will be forthcoming of Japanese staples, for example, after the line has been in working order for some time, but the main object in view is the direct import of cotton. In consequence of so many of the Nippon Yusen Kaisha steamers being engaged on transport service, it was at first intended to run the line independently, but now that the transports are gradually being released, it is possible that arrangements will be made with the Nippon Yusen Kaisha to work the line.—*Kobe Chronicle*.

## MERCANTILE MARINE AFFAIRS.

We shall be glad to hear from our nautical readers, or others interested in shipping, their opinions on the vexed questions briefly referred to in the following clipping from the *Japan Herald*, a daily paper published in Yokohama:—

Sailors are notoriously growlers, but one might have thought that the higher ranks of the mercantile marine were fairly well off, and certainly we should have thought that the English Merchant Service could not complain of being unduly dominated over by Government officials, and yet we see that they have a *deu no*, and that is the Board of Trade. Recently, at the Mercantile Marine Association meeting, held at Liverpool, the following resolution was passed unanimously:—

"That as the British mercantile marine has for many years been at the mercy of the Government, which does not represent the true interests of the merchant service, the Mercantile Marine Service Association resolves to constitute a new and thoroughly representative shipping committee, to be known as the Mercantile Marine Association, and to be an absolute and urgent necessity; and further, that the Association will heartily join with all interests affected, in a national movement to promote the creation by Act of Parliament of such a shipping authority as would secure the protection and successful development of the British Merchant Service and the shipping industry."

It would, says the *Herald*, be interesting to know what this harassing supervision is, for there is a very strong feeling amongst Englishmen in general, that a great deal more of it is required. Beyond insisting upon the periodical survey of passenger vessels, that the officers and engineers shall be competent men; and that vessels shall, in consequence of the greed of the owners, be over-crowded, none of which can be considered great hardships, it is, in fact, the English merchant service is left to do pretty much as it chooses.

On the other hand, there are loud complaints of unseaworthy ships, of vessels badly loaded, of ships undermanned, and even the few men on board do not belong to the country whose flag the ship bears. There are many other things have been strenuously denounced again and again, and it strikes us that if public attention is devoted to the question, it will rather be in favour of greater strictness of supervision than to do away with the very small authority over merchant ships that already exists. We are not, of course, speaking of the large owners and companies whose ships are well found and well manned, but rather of the smaller owners, of whose ships Mr. Pimmsell used to relate such harrowing details. If the mercantile marine of England is under such enormous disadvantages as the above resolution implies, how is it that it is increasing yearly? In 1886 the United Kingdom owned 13,334 vessels with a tonnage of 10,519,166 tons. In 1894 the tonnage had increased to 12,050,951 tons, being more than half of the total tonnage of the world, which amounts to 24,565,495. In 1893 the United Kingdom built 468 new vessels of 842,792 tons, whilst the rest of the world only procured 375 vessels of 236,803, and out of 317 merchant vessels of 553,331 tons, which were building in the United Kingdom on the 30th September, 1894, 237 vessels of 1,038,281 tons were building to be added to the list of British ships. Surely an industry of this description can hardly be considered as suffering from over legislation.

## CHANTABOON NOTES.

(FROM A CORRESPONDENT.)  
If the famous town of Chantaboon is sad and weary of the French occupation, that is if we are to believe the people in Bangkok, there is no suspicion of any such feeling prevailing at the entrance to the port. Here all is cheerful, bright and full of animation. This is, perhaps, not always the case. But as I write this, French gunboats are assembled in the anchorage, and what between visits, gay pennants, and the incessant gaiety of companies of the Infantry de Marine the harshness of occupation has disappeared, to give place for the moment to the *bonhomie* of a gigantic picnic of Frenchmen. There is certainly little in the surroundings to remind one of the proud predominance which Siam at one time maintained here. Long before casting anchor the tall masts of the French fleet were visible on the hill at the entrance to the harbour, and on entering the roadstead evidences are abundant that France rules in Chantaboon. Peeping out from the dense foliage of a bold bluff at the entrance to the harbour the only evidences of Siam observable is a small pagoda peeping out above the trees, as if half ashamed of its position and uncertain whether to collapse or boldly before the foreign desecration, or boldly before the foreign desecration. Below this is a looking reminder of Siam's power is a small battery erected by the Siamese, and entirely concealed now by the dense foliage, which it resembles in being equally harmless. Even the boatmen who come off to sell fresh fish have contrived to pick up a few French phrases, and future visitors to this pretty little port may find themselves assailed in "pignola French" by the Siamese or Cambodian floating in the harbour, a grim sign of the occupation of the port is the aspect of the *Siamese*, detained in an attempt to quit the port, and which now lies in sullen chagrin a few fathoms from the *Vijaya*.

On shore the barracks erected for the Siamese troops, and at one time occupied by them, now afford excellent and clean quarters, after a few necessary improvements, for a portion of the force of occupation. The fort has been greatly strengthened, and as a new commander, accompanied by his wife and child, and a military doctor, also accompanied by his wife, have only recently arrived, Chantaboon appears to have yet before it a long period of French rule. To speak of evacuation in Chantaboon raises a smile, and as far as can be learned from disinterested sources the people of this town and port would view with regret the departure of the French troops, who have secured their property, good order, and security—bloodless.

which they never enjoyed under the old régime. When it is remembered that the majority of the population consists of Annamites, it will not be surprising to learn that Frenchmen are welcomed. Besides the business of the port has greatly increased to the benefit of local traders. The supplies to the French camp and vessels have caused no little activity, and an increasing trade is growing up between Chantaboon and Saigon. The health of the troops appears to be excellent, and judging from the sample of European troops, fine, robust and solid fellows, the air of Chantaboon evidently agrees well with French constitutions.—*Star-Free Press*.

## MANUFACTURED SEA-SNARES.

RE DECEPTIVE AND MISLEADING FOG SIGNALS.

The following letter, addressed by Captain R. E. Harris, Honorary Agent at Shanghai for the Mercantile Marine Service Association (Liverpool), to our Shanghai morning contemporary, would interest all who are concerned in the navigation of Far Eastern seas, where fog banks at certain seasons of the year are to be a well-worn expression, "as thick as a hedge" and where, too, fog signals are neither as numerous nor as reliable as is undoubtedly desirable:—

SIR,—The loss of the steamship *Sookhow* at the N.E. Promontory is one more instance of the failure of "Fog Signals" at lighthouse stations, and have not far to go back to picture to ourselves the standing of another steamer close to the S.E. Promontory under similar circumstances. There are only two cases out of many of a like nature, and there will be no cessation of these accidents if the means at hand are not used as common sense would dictate.

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Foggy weather at sea is one of the greatest dangers we have to contend with; it is the greatest danger. We are literally blind-folded, and the ear is substituted in many cases for the safety of life and property.

This may be applied to any persons who may be trying to get round the N.E. Promontory, where the courses on either side differ within an angle of 90°, and the soundings on the way up along and round the land extremely unreliable, the more especially if nothing has been sighted, and the large bank to the south of the S.E. Promontory has not been struck by sound.

All captains wish to get round the N.E. Promontory, even in a fog, if by any possibility it can be done without incurring risk; detection sometimes takes place notwithstanding the master's judgment and care, and one of the principal causes of this is the existence of a fog signal that is not used but invited by a lesser sound.

It is well-known to a very large number of observant men that fog often obstructs round, that it diverts its movement in some directions, some say cuts it off totally for short periods, whilst from another direction it comes too distinct for the distance existing between the two places; further, by virtue of the configuration of the fog-banks, sound often takes a circuitous route—loss power—and the distance from its starting point is much less than was anticipated.

Much has been said, and it will be doing good for the safety of life and property at sea. Fog signals at lighthouses and lightships are prominent amongst them, but why in so many cases certain or even nullify the audibility of their power in giving sure and timely warning to those for whom they were intended and introduced? Why produce by the one hand, and take away by the other? The whole thing is misleading where the practice of "no warning" is adopted till the whistle of a steamer, or the foghorn of a sailing ship, is heard.

We now come to the point of the greatest and gravest importance, and one that should not be overlooked by those in whom is invested the authority to make the alteration so much needed. The first introduction and subsequent improvements in fog signals were for the purpose of giving protection against dangers of a permanent character which are met with; this being so, why is the benefit withheld in so many instances till a steamer's or sailing ship's signal be first heard by someone at the lighthouse?

The signals at the stations are powerful, and can be heard ordinarily for miles, say seven or eight, whilst steamers' whistles are weaklings in comparison, and may not be heard over two, or even one mile. During an "obstruction fog" if I may be allowed the expression, it may not be heard at the lighthouse at all, even if the brightest watch be kept.

Having established powerful machines and instruments, why deprive people at sea of their use till they can see the light of their presence in the vicinity of danger and often, too often, too late?

It would be of absolute indifference to the lighthouse people to know as to how many, or how few on board passing ships heard their signals. If the order be given them they will do their duty, and the protection of those for whom a powerful effort was made, will not fail.

Let the dredful system at present in vogue cease, then we might expect success where we get much loss now causes a blot. Give the fog signal without its being pleaded for, and less will be heard of the S. E. and N. E. Promontory mishaps.

I am, etc.,  
R. E. HARRIS.

Shanghai, 21st August.

## NEWS BY THE CANADIAN MAIL.

The Canadian Pacific Co.'s steamship *Empress of India*, Capt. O. P. Marshall, with the Canadian mails of August 5th, arrived from Vancouver, via Japanese ports of call and Shanghai, this morning. We are indebted to our Vancouver exchanges for the following telegram:—

MONTREAL, July 29th.  
There is still a good deal of work to be done among all classes over the recent despatches, relative to the cure of Mr. G. H. Kent, of Ottawa, from Bright's disease. Although the merits of the case have not been openly discussed at any of the meetings of the medical society, there has been a good deal of private conference and the impression which the report of the recovery has made is evidenced in the fact that a good many physicians have prescribed Dodd's Kidney Pills in their private practice. No higher testimony than this could be given to any remedy, the reluctance of medical men to admit any good in proprietary medicines being well known.

**BROOKLYN, August 21st.**  
An explosion occurred on board the ship *Calmahill*, from Calcutta, starting a fire in the ship and spreading to the Columbia stores and the ship's wharf adjoining. The vessel was towed to the flats, near Liberty Island and it may be necessary to sink her there to prevent her total destruction by fire. The explosion is thought to have been caused by gases accumulating in the hold of the *Calmahill*. The loss on the warehouse and contents is estimated at from \$120,000 to \$150,000. The lighters, *Captain C. Biddock*, *Walter Kist*, and a New York Central barge, all loaded with cotton were also completely destroyed.

**LONDON, August 1st.**  
The *Daily News* announces that there is reason to believe that an international Antarctic expedition, suggested by the International Geographical Congress at their meeting on July 20th, will become an accomplished fact at no distant date. The project was proposed at the meeting of the congress by Dr. Murray, leader of the Challenger expedition, who supported the theory that the Antarctic continent is not a succession of volcanic islands, and that investigations in the Antarctic ocean ought to be undertaken by the navies of the world. The congress appointed a committee to further consider the project.

The financial article in the *Times* in a discussion of the possible consequences of an international bi-metallic agreement, says: "Not France, whose monetary position is secure, but America, would be the first to take advantage, should we be foolish enough to enter into such an agreement. America is the only great country which would really gain by the agreement. She would be able to dispose of her silver here for gold. But the result that we would enter into an international bi-metallic agreement would cause such a scramble for gold that it is very doubtful if any would be left in the Bank of England by the time the agreement was signed."

Levy, a prominent sporting man, offers to back Peter Jackson against Corbett in a glove contest for \$10,000, the match to come off in London in February next.

**WASHINGTON, August 2nd.**  
Miss Sadie Eakin was given a verdict of \$1,500 to-day against Wm. Craig Powers, cashier of a bank at Rochester, N. Y., on the ground of breach of promise and seduction. After the seduction it appears from the evidence presented in court that Powers revealed to Miss Eakin that he was married and added that he expected daily to secure a divorce from his wife in America. Next day, however, Powers announced that he was unable to obtain a divorce from his wife and left Miss Eakin penniless and went to Paris. Powers did not appear at the trial.

**LONDON, August 2nd.**  
The *Daily News* in a leader says:—"The document relating to the condition of the Christians in Turkey, published in New York by the Evangelical Alliance, is of the utmost importance. The American's share therein is peculiarly acceptable because America has absolutely no political interests in Turkey. It goes to prove that nothing is so futile as to entrust the Turks with administration."

As it is, the Powers have accepted the nomination of Shakh Rasha as the guardian of the new reforms, a man whose chief exploit is the organization of that dreadful romantic cavalry, which is only Kurd with the Government stamp."

The Medical Congress died at Queen's hall last evening. Baron Halabury, the Lord High Chancellor toasted the guests. Among those who responded was Dr. Keene who in accordant speech expressed the pleasure of the Americans at the visit to England. Prof. Reynolds presided.

Previous to the decision being arrived at to hold the next session of the International Geographical Congress in Berlin, the Norwegian explorer Borchgrevink concluded his account of the voyage which he made to the Antarctic regions, and said he believed that there existed in the extreme south a great continent having an area of about eight million miles and containing many animals unknown to the inhabitants of the Northern Hemisphere. In conclusion he said that the time was fast for an expedition of these regions. The congress passed a resolution to the effect that the exploration of the Antarctic regions formed the greatest work still to be undertaken, and that in view of the addition of knowledge to every branch of science which would result from such exploration the congress desires the scientific societies of the world to urge the most efficient manner that the work be undertaken before the close of the century.

A despatch from Sofia to the *Standard* says:—"The prosecution of the widow of M. Stambuloff does not abate. The servants are not able to leave the house without being arrested, searched and catechized as to the doings of the family, and menaced unless they agree to quit their service."

**WASHINGTON, August 3rd.**  
Miss Elizabeth Flagler, aged 23, daughter of Gen. Flagler, well known in army and society circles, shot and killed a 14-year-old negro boy named Ernest Green, yesterday at her home in the suburbs of the city. Flagler's other families in the vicinity have of late been annoyed by boys stealing their fruit and damaging the trees of the gardens. Miss Flagler discovered young Green on the fence stealing fruit and fired at him from the second story window. The ball entered his right breast and passed through the body. Miss Flagler went to police headquarters and gave a statement.

**NEW YORK, August 3rd.**  
The *Defender* beat the *Widder* in the race of the New York Yacht Club from Newport to-day by six minutes, arriving at this harbor at 2:02 this afternoon, having made the run in 3:12 (official). The wind blew light and most of the fleet struggled in soon after the sloops.

## SHIPPING AND MAIL NEWS.

**MAILS DUE:**  
German (*Oldenburg*) to-morrow.  
American (*City of Peking*) 30th inst.  
American (*China*) 3rd prox.  
Tacoma (*Evandale*) 3rd prox.  
Tacoma (*Victoria*) 14th prox.

The Agents (Messrs. Dowell, Carrell & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Roanoke*, from Tacoma, arrived at Yokohama on the 26th inst., and will leave for Hongkong on the 28th.

## SHIPPING NEWS.

From 8 p.m. yesterday to 11 p.m. today.

<i>Peking</i>	Steamer from Chinkiang.
<i>Nagaya Maru</i>	" " Japan.
<i>Gulhrle</i>	" " Fookshoo.
<i>Rakulla</i>	" " Shanghai.
<i>Zafro</i>	" " Manila.
<i>Empress of India</i>	" " Vancouver.
<i>Lakhril</i>	" " Calcutta.

Aggregating 11,054 tons register.

**DEPARTURES.**  
To-morrow for Tientsin.  
*Ararat* 8 p.m.  
*Ararat* 8 p.m.  
*Ararat* 8 p.m.  
*Ararat* 8 p.m.  
*Ararat* 8 p.m.  
*Ararat* 8 p.m.  
*Ararat* 8 p.m.  
*Ararat* 8 p.m.  
*Ararat* 8 p.m.  
*Ararat* 8 p.m.

The German steamship *Peking* left Chinkiang on the 22nd instant, and Woonsoo on the 23rd, and had light variable winds and fine weather.

The British steamship *Zafro* left Manila on the 24th instant, and had strong south-west monsoon with heavy rains in the Pratas; thence to port had light north-east wind.

The Japanese steamship *Nagaya Maru* left Japan, on the 20th instant, and had strong north-east winds and confused sea with cloudy weather to Kelang; thence to port had light westerly winds and fine weather.

The British steamship *Empress of India* left Vancouver on the 5th instant, Yokohama on the 18th, Kobe on the 20th, Nagasaki on the 22nd, and Shanghai on the 24th, and had fine weather. On the 18th instant passed the British bark *Glennafon*, from Bombay to Astoria, 65 days out, in lat. 35-33 deg. north and long. 141-13 deg. east.

The British steamship *Gulhrle* left Shanghai on the 17th instant, and passed Anchorage at 11 a.m. on the 25th; passed Ockers at 10 a.m. on the 26th; arrived here this morning at 7 a.m., and had moderate south-west monsoon and hazy weather with smooth sea throughout. In Fookshoo H.M.S. *Linnat*, U.S.S. *Datrel*, and the steamship *Nagaya Maru*, telegraph steamer *Store Nordike*, and barque *Orion*.

**HONGKONG AND WHAMPOA DOCK RETURNS.**  
*Deuleros* " " in Kowloon Dock.  
*Jeru* " " " " " "  
*Amur* " " " " " "  
*Tieris* " " " " " "  
*Nagaya Maru* " " " " " "  
*Chunshan* " " " " " " Cosmopolitan

The German barque *Paul Rickmers* with a cargo of coal on board for Amoy, has been wrecked in the Omaba Passage (Moluccas). The crew are safe and have arrived at Macassar, where news of the disaster was received on the 13th instant.

## TRIAL OF S. S. "ADELANTO."

The above named steamer from Manila has been fitted with new compound surface condensing engines and boiler by Messrs. Geo. Fenwick & Co., Ltd.

The cylinders are 36" by 29" diameter with 16" stroke; boiler 8' 6" diam. of long working at a pressure of 120 lbs. per square inch. Yesterday the *Adelanto* went out for an official trial past Waglan Island and back, developing a speed of 11½ knots, which exceeded the expectations of Mr. Jimenez, the Superintendent of the Company to which the steamer belongs, and gave him entire satisfaction.

## NEW SPANISH LINER.

The steamer *Cadix*, sister ship to the steamer *Barcelona*, and the second of a new line of steamers to be run by Messrs. Pinillos, Inguero & Co., Cadix, and for whom Messrs. Villa Lopez & Co. are agents in Hongkong, to give a monthly service between Glasgow, Liverpool, the principal Spanish ports, and the Philippine Islands, went her trial trip on the 11th July. She was constructed by Messrs. Charles Connell & Co., Whiteinch, and is of the following dimensions:—Length 46 ft. by 31 ft. load displacement, 8,200 tons. Her machinery, consisting of a powerful set of triple-expansion engines having cylinders 30 in., 48 in., 78 in., by 54 in. stroke, two double-ended and one single-ended boiler, with large donkey-boiler, eight steam-windlasses, Wells' feed-pumps, heater and evaporator, and all the latest improvements, has been supplied by Messrs. Dunsmuir and Jackson, Govan.

The vessel throughout is fitted up in a first-class style with electric light and all the latest appliances for the efficient handling of cargo. The trial was satisfactory in every respect, the speed attained, partly loaded, being 14½ knots.

## OFFICIAL INSOLVENCY AGAIN!

Vice Consul Jamieson of Shanghai seems to have a happy knack of "putting his foot in it" when ever he is pitched into the position of "top Sawyer at a Marine Court of Inquiry, as the following from the *China Gazette* clearly shows:—

"One would have thought that the juvenile and very unjudicial exuberance of Mr. Vice Consul Jamieson, who has been most unflatteringly pictured in the position of President of Marine Courts of Enquiry, would have been checked after his performance at the conclusion of the *Siobhalla* case. But yesterday he showed us that official insolvency dies hard. A more outrageous question was never asked by a presiding official in a court of law (heaven save the mark!) than that addressed yesterday by the learned President to the Chinese 'master of the *Sookhow*!' 'All the time you were on the watch were the Captain and second officer quite sober?' One would think that Captains and officers of steamers were, according to the common belief of the British judiciary. We wonder how Mr. Jamieson would relish some one cross-examining his punkah coolie or malao as to his master's sobriety after the trial yesterday."

**CONSUMPTION, Wasting Diseases, and General Debility.** Doctors disagree as to the relative value of Cod Liver Oil and Hypophosphites; the one supplying strength and flesh—the others giving nerve power and acting as a tonic to the digestion and entire system. But in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites the two are combined, and the effect is wonderful. Thousands who have derived no permanent benefit from other preparations have been cured by this. "Scott's Emulsion" is perfectly palatable, and is easily digested even by those who cannot tolerate plain Cod Liver Oil. Any Chemist can supply it.—Sole Agents for Hongkong and the Empire, China & Wankin & Co., Hongkong.—*Advt.*

## To be Let.

TO LET.

THE RETREAT, CASTLE ROAD.

Apply to LINSTED & DAVIS.

Hongkong, 26th August, 1895. [1154]

## TO LET.

TWO SMALL OFFICES IN VICTORIA BUILDING.

No. 4, OLD BAILEY STREET, Six Rooms Dwelling House.

Apply to DAVID BASSEON, SONS & Co.

Hongkong, 14th August, 1895. [1155]

## Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "CHELYDRA"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 28th instant, will be landed at Consignees' risk and expense into Godown at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 26th August, 1895. [1153]

## "MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "AFRIDI."

FROM GLASGOW, LIVERPOOL, MIDDLESBROUGH AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd proximo, will be subject to rent.



## Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above COMPANY will be held at the COMPANY'S OFFICE, No. 9, Praya Central, on THURSDAY, the 29th August, 1895, at 2 o'clock in the afternoon, when the following Resolution, which was passed at the Extraordinary General Meeting held on the 12th August, 1895, will be submitted for confirmation as a Special Resolution:—

That the Capital of the Company be Reduced "from \$1,000,000, divided into 20,000 Shares of \$50 each, to \$200,000, divided into 20,000 Shares of \$10 each, and that such reduction be effected by cancelling Capital which has been lost or is unrepresented by available assets to the extent of \$40 per Share on each of the 14,117 Shares which have been issued and are "new outstanding, and by reducing the nominal amount of all the Shares in the Company's Capital from \$50 to \$10 per Share."

Dated the 12th August, 1895.

SHEWAN & Co.,  
General Managers.

THE PUNJON MINING COMPANY, LIMITED.

NOTICE is hereby given that at a MEETING of the DIRECTORS of this Company held at the Company's Office, Connaught House, Queen's Road Central, Victoria, Hongkong, on FRIDAY, the 2nd August, 1895, a FINAL CALL of TWENTY-FIVE CENTS PER SHARE was made upon All Members holding Ordinary Shares of the Company, and that the same will be PAYABLE to the SECRETARY at the Office of the Company aforesaid, or to Messrs. SYME & Co., the Company's Agents at Singapore, on or before TUESDAY, the 3rd September, 1895.

And Notice is also given that, in accordance with Clause 24 of the Company's Articles of Association, if the Sum Payable in respect of any Call be not PAID on or before the said 3rd September, 1895, the Holder for the time being of the Share in respect of which the Call shall have been made shall pay interest for the same, at the rate of TEN DOLLARS per Centum per Annum, from the said 3rd September, 1895, to the time of the actual Payment.

SHAREHOLDERS are requested to note that SCRIP must be sent in when Paying Calls, in order that such Payments may be endorsed thereon.

By Order of the Directors,  
JAMES B. DUNCAN,  
Secretary.

Hongkong, 2nd August, 1895. [1033]

NORTH BORNEO REVENUE FARMS.

TENDERS will be received by the SECRETARY TO THE GOVERNOR, SANDAKAN, on or before 30th NOVEMBER next, for the following REVENUE FARMS for 1896:—

OPIMUM FARM, North Borneo East Coast.  
SPIRIT LICENSE FARM, North Borneo, Prov. Alcock (Kudat).  
PAWNBROKING FARM, North Borneo.  
CUSTOMS FARM OF IMPORT AND EXPORT DUTIES, North Borneo.  
GAMING RESTRICTION, for North Borneo only.

BLACHAN, BIRDS-NEST, WHARF DUES AND MARKET DUES, North Borneo only.  
TENDERS for these FARMS may be made for the whole of the District Province or for each District and Province separately.  
For Particulars, apply to the Hongkong or Singapore Agents of the BRITISH NORTH BORNEO COMPANY.

[1137]

THE PHARMACY.

SPRAY PRODUCERS.  
CUT GLASS BOTTLES,  
SALTZGONES,  
MANICURE REQUISITES,  
FIRARD'S PERFUMERY AND TOILET WATERS,  
TOMIC KOLA WINE,  
GOLDEN MALTEX,  
FARINA'S EAU DE COLOGNE.  
Sole Agents for "TANSON" the popular Table-Water which contains 8 per cent. more from carbonate than that from any other Chalybeate Spring.

FLETCHER &amp; Co.,

CARMICHAEL &amp; Co., Ltd.

Hongkong, 12th July, 1895. [131]

LEVY HERMANOS.

AND AT  
SHANGHAI, MANILA, ILOILO AND PARIS.  
JEWELLERY, DIAMONDS, WATCH,  
CHRONOMETER & CLOCKMAKERS,  
Also  
GENERAL IMPORT & EXPORT.  
10, QUEEN'S ROAD CENTRAL,  
Opposite the Telegraph Office.

[948]

CHS. J. GAUPP &amp; CO.,

CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.  
CHARTS AND BOOKS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for "TANSON" the popular Table-Water which contains 8 per cent. more from carbonate than that from any other Chalybeate Spring.  
CELEBRATED OPERA GLASSES,  
MARINE GLASSES, AND SPYGLASSES.  
No. 8, Queen's Road Central. [788]

G. FALCONER &amp; CO.,

WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.  
NAUTICAL INSTRUMENTS  
CHARTS AND BOOKS.  
No. 42, Queen's Road Central. [779]

NOTICE!

NOT RESPONSIBLE FOR DEBTS.  
Neither the CAPTAIN, the AGENTS, nor the OFFICERS will be RESPONSIBLE for any DEBT contracted by the Officers or members of the Crews of the following Vessels during their stay in Hongkong Harbour:—

ARMANDALE, Brit. str., Capt. Milne—Shewan & Co.  
ARABOTON APCAR, Brit. str., Capt. Hansen—D. Sanson, Sons & Co.  
BELMONT, Brit. bk., Capt. Ladd—Order.  
FET TING, Chinese Torpedo Boat, Captain Henderson.  
FRID, P. LUTCHFIELD, Amer. bk., Capt. Chadbourne—Mater.  
GEO. S. HOKER, Amer. bk., Capt. Heineken—Arnold, Kerberg & Co.  
LYNDHURST, Brit. 4-m. ship, Capt. Martin—Gibb, Livingston & Co.  
P. N. BLANCHARD, Amer. bk., Capt. Blanchard—Smessan & Co.  
SEZARANO, Amer. bk., Capt. Waterhouse—Chissee.

## Intimations.

EVER INCREASING SUCCESS

ENTIRELY DUE TO

EXCELLENCE OF QUALITY.

GLYCERINE AND CUCUMBER.

An absolutely non-poisonous, wonderfully refreshing, health-giving preparation for the skin.

NOT a cosmetic.

MAKES THE OLD YOUNG!

THE YOUNG YOUNGER!!

HAIR DRESSINGS

HAIR LOTIONS

HAIR DYES AND RESTORERS.

WATKINS &amp; CO.,

APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

THE CLUB HOTEL,

5, BUND, YOKOHAMA.

HOTEL METROPOLE,

1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

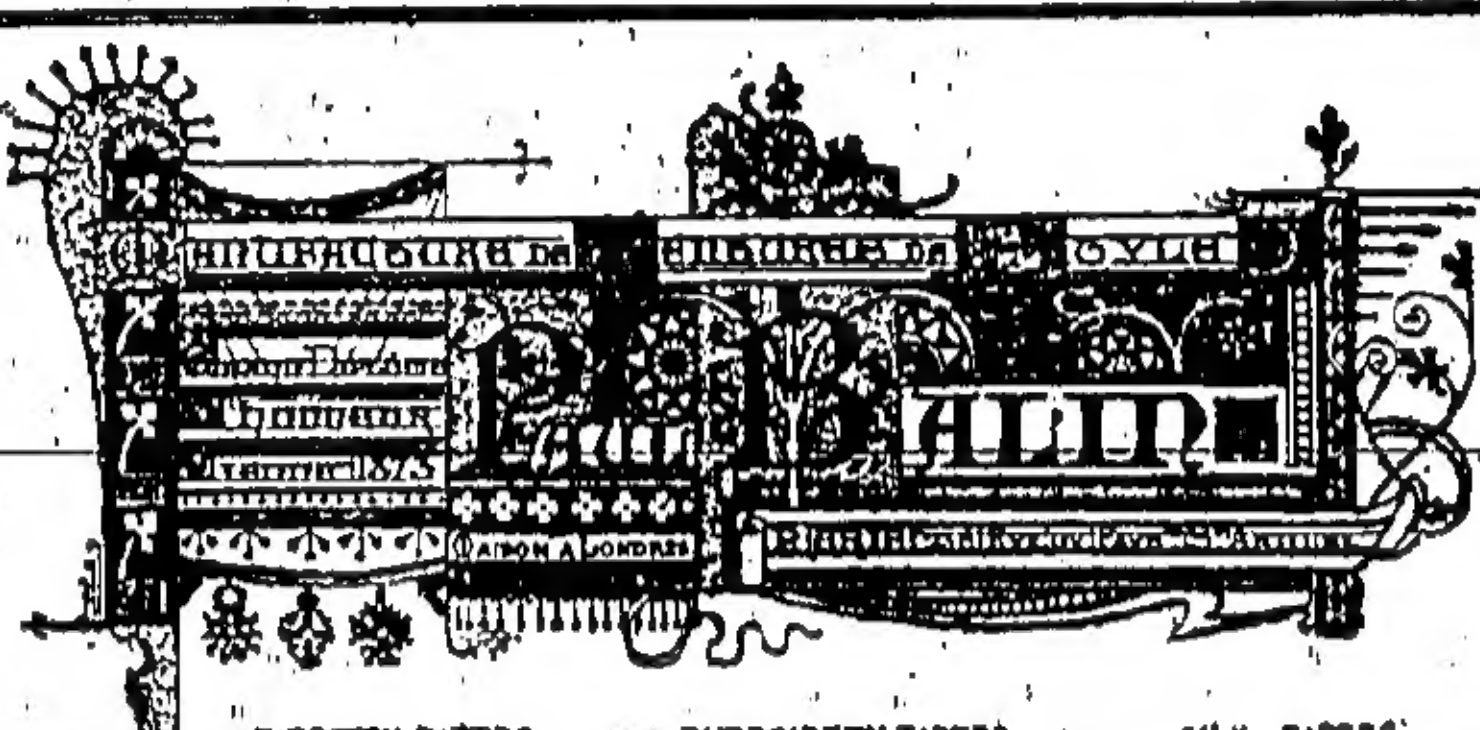
THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

C. T. BENNEY, Manager,

YOKOHAMA.

L. DEWETTE, Manager,

TOKYO. [160]



Apply to JOHN D. HUTCHISON, Esq., Hongkong.

Agents for M. OPPENHEIMER &amp; Co., Paris.

MR. CHADWICK KEW,  
(LATE OF POATE & NOBLE.)  
HAS OPENED his Dental Rooms at No. 62, QUEEN'S ROAD CENTRAL, a few doors from Messrs. GAUPP & Co.

Teeth filled permanently, from \$1.00 upwards.  
CROWN AND BRIDGEWORK inserted and TEETH EXTRACTED.

PLATES A SPECIALITY.

Hongkong, 7th June, 1895. [754]

TO SHIPMASTERS.

STEAM WATER-BEAT COMPANY.

THE Underigned are prepared to SUPPLY on shortest notice any quantity of PURE FRESH FILTERED WATER for both DECK and BOILERS.

The only Company in Hongkong exclusively supplying FILTERED WATER.  
Despatch Guaranteed. Call Flag "W."

J. W. KEW &amp; Co.,

18, Praya Central.

Hongkong, 17th November, 1894. [787]

HONGKONG TIMBER

YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER

Always on Hand.

L. MALLORY.

Hongkong, 24th June, 1895. [926]

SIEN TING,

SURGEON DENTIST,

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1894. [1394]

DENTISTRY.

FIRST CLASS WORKMANSHIP

AND

MODERATE FEES.

MR. WONG TAI-PONG,

Surgeon Dentist,  
(Formerly attached to the Government, and latterly Assistant to Dr. ROGERS),  
HAS REMOVED

TO

THE BANK BUILDINGS,  
QUEEN'S ROAD,  
(Opposite Hongkong Hotel).

CONSULTATION FREE.

Hongkong, 27th July, 1891. [714]

GRIMAULT'S SYRUP

OF

HYPO-PROSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstructed Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP OF HYPO-PROSPHITE OF LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.

GRIMAULT &amp; Co., Paris, sold by all Chemists.

## Hotels.

WINDSOR HOTEL,

HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CON-NAUGHT HOUSE," offers "First-class Accommodation to Residents and Travellers."

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.  
Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,

Proprietor &amp; Manager.

Hongkong, 3rd April, 1895. [420]

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES,

(FROM APRIL 1ST TO OCTOBER 31ST).

One person, per day.....\$ 4.00

Two persons, per day.....\$ 7.00

Married couple (occupying one room) per day.....\$ 7.00

Married couple (occupying one room) per month.....\$10.00

Married couple (occupying two rooms) per month.....\$10.00

For further particulars, apply to

THE MANAGER,

New Victoria Hotel,

Hongkong, 16th March, 1895. [126]

THOMAS' GRILL ROOMS,

No. 8, QUEEN'S ROAD CENTRAL.

I AM happy to inform my PATRONS that in connection with the GRILL ROOM, I have secured the 1ST FLOOR recently occupied by the CHINA FIRE INSURANCE COMPANY (above the present GRILL ROOM) and have fitted it up for

LADIES' DINING ROOMS,

with all conveniences attached. I am also now prepared to serve

DINNERS, TIFINS AND SUPPERS

to Parties when ordered direct from the ordinary GRILL ROOM.

DAILY NEWSPAPERS AND PERIODICALS.

Hongkong, 30th April, 1895. [1581]

THE STAG HOTEL,

(ESTABLISHED 1867).

148 &amp; 150, QUEEN'S ROAD CENTRAL.

GOOD ACCOMMODATION.

MODERATE PRICES.

H. C. SHERMAN,

Manager.

Hongkong, 27th June, 1895. [1844]

FUJITSU HOTEL,

MIYANOSHITA,

HAKONE.

Flow and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION.

NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO ENGLISH BILLIARD TABLES.

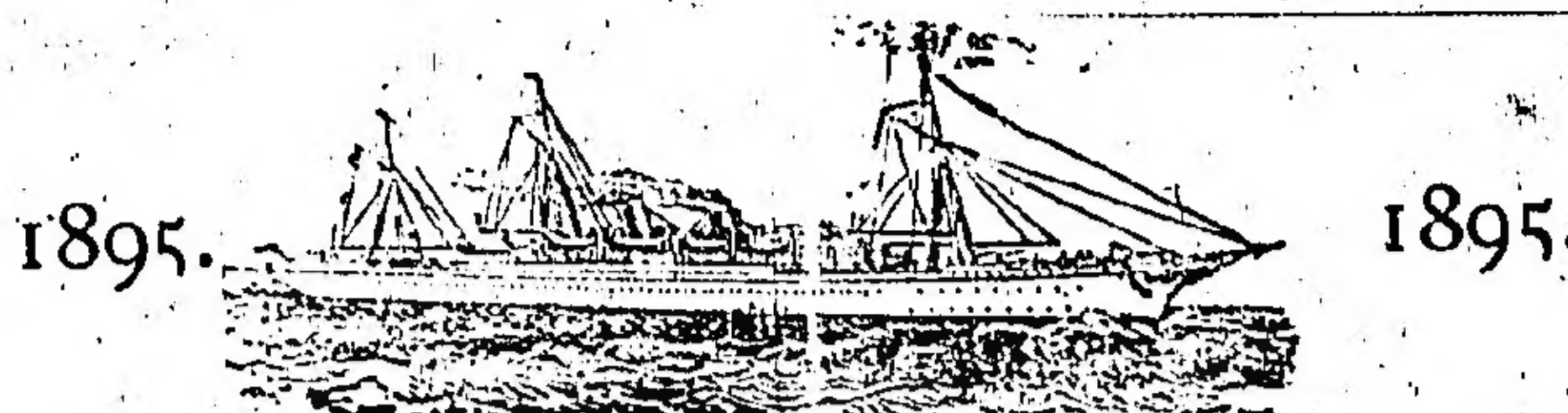
EXCELLENT CUISINE.

SPECIAL RATES MADE FOR A PROLONGED STAY.

E. N. YAMAGUCHI,

Proprietor.

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 4th September.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 2nd October.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 30th October.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, \$100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent,

Pettit's Street.

Hongkong, 14th August, 1895.

OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE.

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Nagasaki, Kobe, Inland Sea and Yokohama).....Saturday, 28th Sept., at Noon.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu).....Thursday, 17th Oct., at Noon.

Gaelic (via Nagasaki, Kobe, Inland Sea &amp; Yokohama).....Tuesday, 5th Nov., at Noon.

THE Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA on SATURDAY, the 28th Sept., at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS OF ROUTES from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 26th August 1895. [12]

## NOTICE.

THE BEST PREVENTIVE OF ALL

INFECTIOUS DISEASES.

J. EYES FLUID

THE BEST

DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. C. HUMPHREYS &amp; Co.,

Bank Buildings,

Hongkong, 9th March, 1895. [10]

## Mails.

NORTHERN PACIFIC  
STEAMSHIP AND RAILROAD  
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table, Doctor and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM

HONGKONG.

(SUBJECT TO ALTERATION.)

Strathnevis...[3,574] Wednesday | Aug. 28.

Victoria...[3,167] Tuesday...| Sept. 17.

Rainbow...[3,594] Tuesday...| Oct. 8.

Tacoma...[2,549] Tuesday...| Oct. 29.

Victoria...[3,167] Tuesday...| Nov. 19.

\*No Passengers carried by this sailing.

THE Steamship

"STRATHNEVIS,"

Captain Pattie, sailing at Daylight, on WEDNESDAY, the 28th August, will proceed to VICTORIA, B.C., and TACOMA, via AMOY, KOBE, SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by